

## CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

**Employer Id :** E84749

**Employer :** The Boeing Company

**Worksite :** The Boeing Company - Garden Plaza (10-13, 10-16, 10-18, & 10-20 Buildings)

**Street :** 500 Park Ave N

**Jurisdiction :** City of Renton

**Survey Date :** 5/8/2016

### SAMPLING

**Survey Type :** Online

**Response Rate :** 77%

#### Drive Alone & One-Way VMT Rates at this Worksite

#### Employees and Survey Response Information

**Drive Alone :** 80.8%

**Reported Total Employees at Worksite:** 2,725

**Surveys Distributed :** 1,545

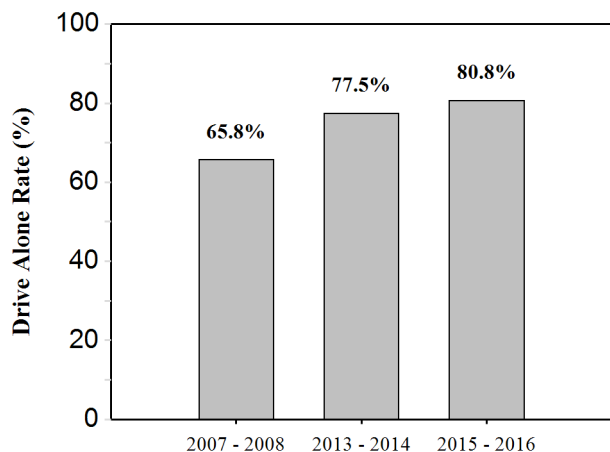
**One-Way VMT per employee :** 15.7

**Surveys Returned :** 1,183

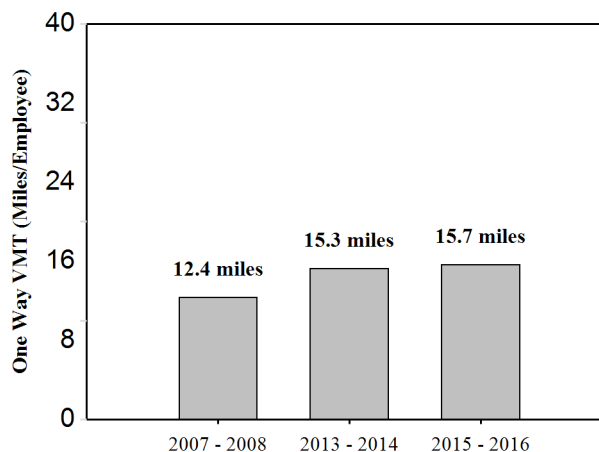
**Surveys Returned by CTR Affected Employees :** 1,070

**Total Estimated CTR - Affected Employees at Worksite :** 1,397

**Drive Alone - All Employees**



**One Way VMT per Employee - All Employees**



**Site History and Goal**

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	65.8%	65.9%	12.4	11.9
2009 - 2010	66.6%	66.6%	12.7	12.7
2011 - 2012	78.8%	79.0%	15.6	15.5
2013 - 2014	77.5%	77.6%	15.3	15.1
2015 - 2016	80.8%	80.4%	15.7	15.2
2017 - 2018	N/A	N/A	N/A	N/A
2019 - 2020	N/A	N/A	N/A	N/A
Goal	TBD	TBD	TBD	TBD
Percent Change	22.8%	22.0%	26.6%	27.7%

## Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007 - 2008	2013 - 2014	2013 - 2014 Without Fill In	2015 - 2016
Drive Alone - All Employees*	65.8%	77.5%	77.5%	80.8%
Drive Alone - CTR Affected Employees*	65.9%	77.6%	77.6%	80.4%
VMT/Employee - All Employees	12.4	15.3	15.3	15.7
VMT/Employees - CTR Affected Employees	11.9	15.1	15.1	15.2

\* Drive alone rate includes one person motorcycles.

**Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.**

## GHG Emissions: Total for Drive Alone, Carpools, Vanpools

### Annual Greenhouse Gas Emissions (Metric Tons CO<sub>2</sub>e) for Roundtrip Commute\*

Value	2007 - 2008	2013 - 2014	2015 - 2016
Emissions for Surveyed Employees	4,903	3,467	3,812
Estimated Emissions for Total Employment	8,437	10,049	8,781

\* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

## Bus Transit Passenger Miles and Rail Transit Passenger Miles\*

Annual Transit Passenger Miles (includes Roundtrip Commute)	2007 - 2008	2013 - 2014	2015 - 2016
Bus Annual Passenger Miles - Estimated for Total Employment	528,830	431,526	175,985
Bus Annual Passenger Miles - Surveyed Employees	307,300	148,900	76,400
Ferry Annual Passenger Miles - Estimated for Total Employment	0	176,784	125,539
Ferry Annual Passenger Miles - Surveyed Employees	0	61,000	54,500
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	30,804	352,119	394,814
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	17,900	121,500	171,400

\* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO<sub>2</sub>e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO<sub>2</sub>e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO<sub>2</sub>e emissions per passenger mile for train/light rail/streetcar.

**Q3.**

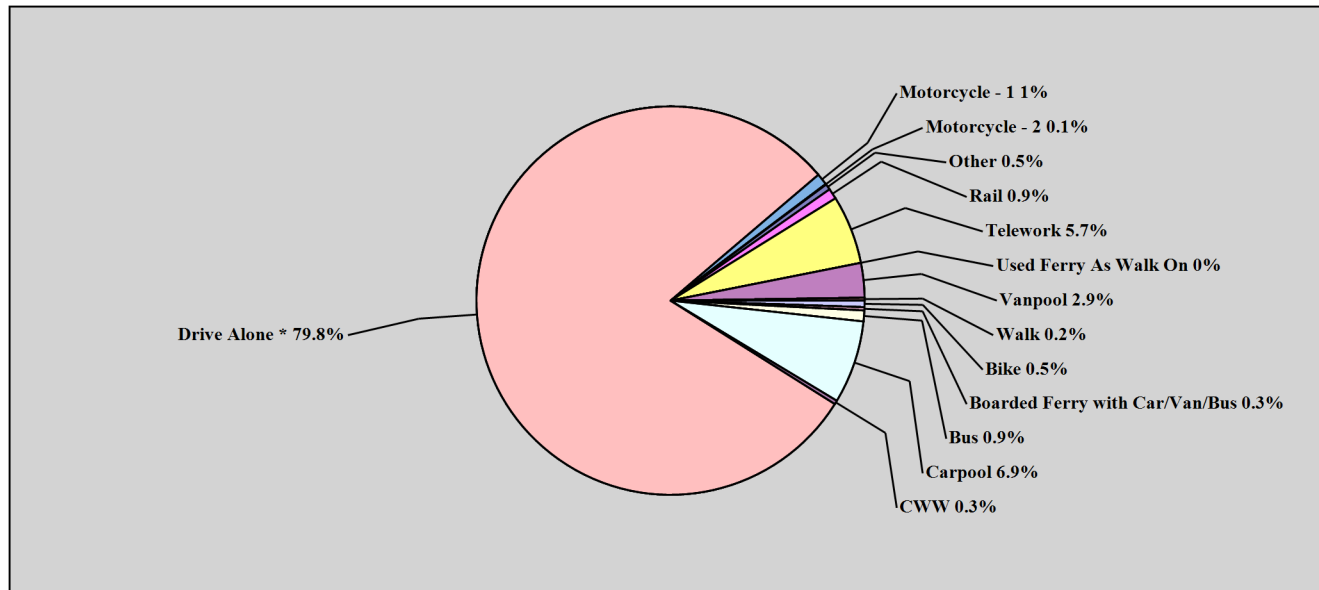
**One way, how many miles do you commute from home to your usual work location?**

**Average one-way distance home to work: 18.4 miles**

## Commute Trips By Mode - All Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - All Employees



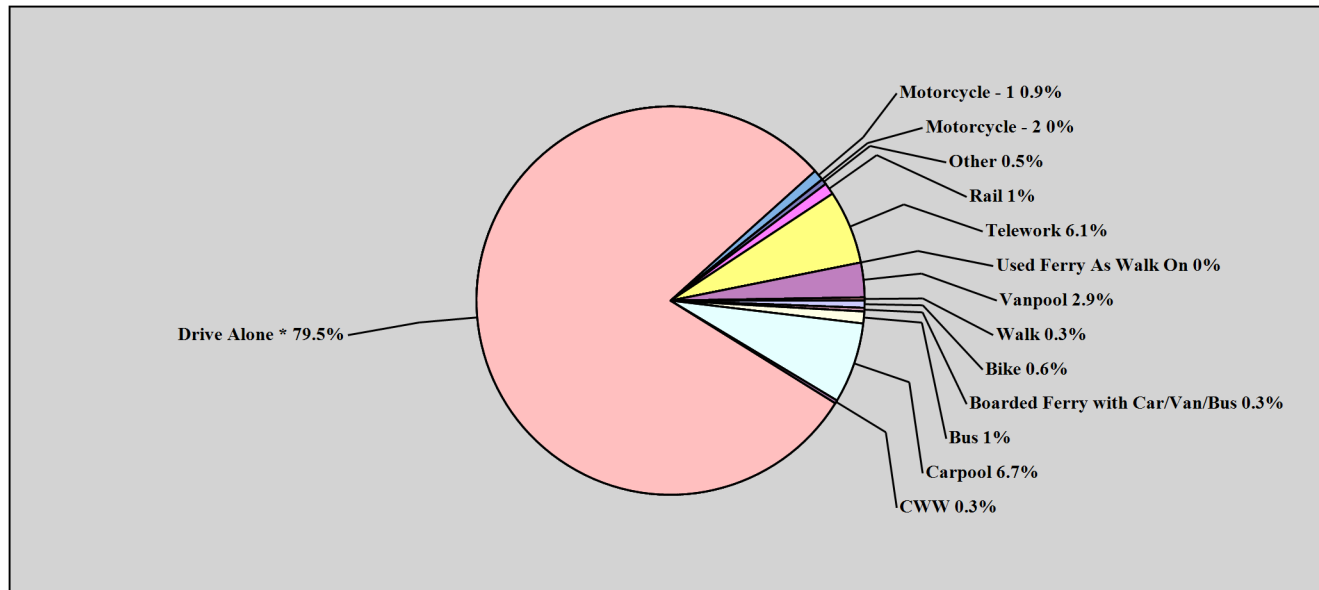
Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	4,609	79.8%	78.4%	1,045	88.3%	86.0%
Carpool	399	6.9%	6.2%	119	10.1%	9.1%
Vanpool	166	2.9%	3.1%	42	3.6%	3.6%
Motorcycle - 1	56	1.0%	0.3%	17	1.4%	0.4%
Motorcycle - 2	3	0.1%	0.0%	2	0.2%	0.0%
Bus	52	0.9%	1.3%	17	1.4%	2.0%
Rail	51	0.9%	0.6%	16	1.4%	0.9%
Bike	31	0.5%	0.7%	12	1.0%	1.2%
Walk	14	0.2%	0.2%	4	0.3%	0.2%
Telework	330	5.7%	7.4%	167	14.1%	18.8%
CWW	18	0.3%	0.4%	14	1.2%	1.7%
Boarded Ferry with Car/Van/Bus	16	0.3%	0.2%	4	0.3%	0.4%
Used Ferry As Walk On	0	0.0%	0.0%	0	0.0%	0.0%
Other	28	0.5%	1.3%	13	1.1%	2.1%

\* Drive alone mode includes fill-in, where applicable.

## Commute Trips By Mode - Affected Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - Affected Employees



Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	4,169	79.5%	78.5%	948	88.6%	86.0%
Carpool	352	6.7%	6.1%	106	9.9%	9.1%
Vanpool	151	2.9%	2.8%	39	3.6%	3.3%
Motorcycle - 1	47	0.9%	0.3%	15	1.4%	0.4%
Motorcycle - 2	1	0.0%	0.0%	1	0.1%	0.0%
Bus	52	1.0%	1.4%	17	1.6%	2.1%
Rail	51	1.0%	0.7%	16	1.5%	1.0%
Bike	31	0.6%	0.7%	12	1.1%	1.4%
Walk	14	0.3%	0.2%	4	0.4%	0.2%
Telework	322	6.1%	8.0%	163	15.2%	20.0%
CWW	14	0.3%	0.3%	10	0.9%	1.5%
Boarded Ferry with Car/Van/Bus	16	0.3%	0.2%	4	0.4%	0.4%
Used Ferry As Walk On	0	0.0%	0.0%	0	0.0%	0.0%
Other	24	0.5%	0.9%	11	1.0%	1.7%

\* Drive alone mode includes fill-in, where applicable.



**Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:**

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	821	69%	1,183	100%
1 Days	89	8%	362	31%
2 Days	77	7%	273	23%
3 Days	39	3%	196	17%
4 Days	45	4%	157	13%
5 Days	107	9%	112	9%
6 or More Days	5	0%	5	0%

**Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)**

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non-Drive Alone At Least 3 Days / week	
5 days a week	677	62.4%	188	17.3%	9	0.8%	75	6.9%	9	0.8%	34	3.1%	9	0.8%	3	0.3%	178	16.4%
4 days a week (4/10s)	0	0%	25	78.1%	0	0%	0	0%	0	0%	1	3.1%	0	0%	0	0%	4	12.5%
3 days a week	0	0%	5	83.3%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
9 days in 2 weeks (9/80)	23	43.4%	16	30.2%	1	1.9%	3	5.7%	2	3.8%	0	0%	0	0%	1	1.9%	12	22.6%
7 days in 2 weeks	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	33.3%

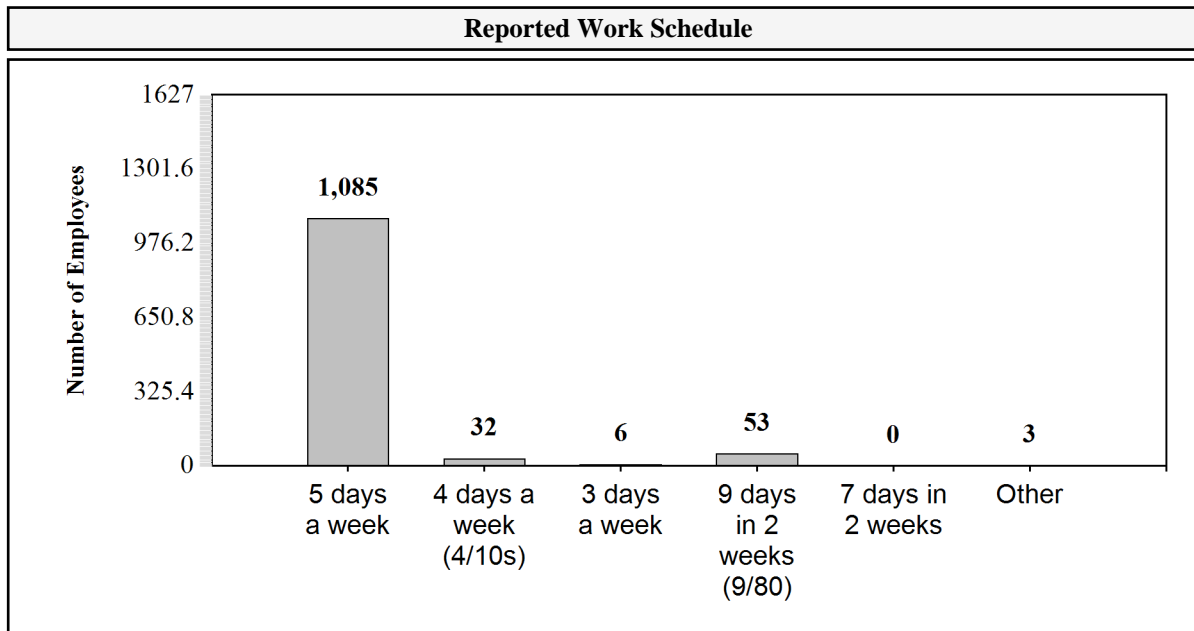
## Count by Occupancy of Carpools, Vanpools, and Motorcycles

**Q.4b** If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	56
2	Motorcycle	3
2	Carpool	386
3	Carpool	7
4	Carpool	6
5	Carpool	0
>5	Carpool	0
<5	Vanpool	17
5	Vanpool	8
6	Vanpool	23
7	Vanpool	20
8	Vanpool	28
9	Vanpool	18
10	Vanpool	37
11	Vanpool	15
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

## Reported Work Schedule - All Employees

Q.5 Which of the following best describes your work schedule?

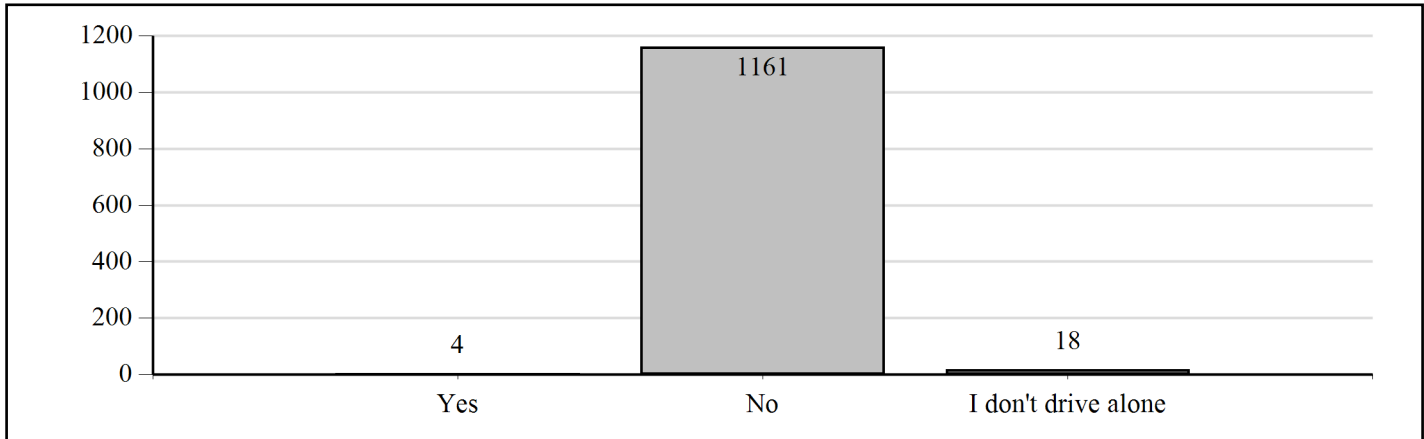


Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	1,085	92%
4 days a week (4/10s)	32	2.7%
3 days a week	6	0.5%
9 days in 2 weeks (9/80)	53	4.5%
7 days in 2 weeks	0	0%
Other	3	0.3%



## Parking and Telework

**Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)**



**Q.10: How many days do you typically telework?**

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	2	0.2%
I don't telework	551	46.6%
Occasionally, on an as-needed basis	454	38.4%
1-2 days/month	45	3.8%
1 day/week	48	4.1%
2 days/week	65	5.5%
3 days/week	18	1.5%

## Reasons for driving alone to work/not driving alone to work

**Q11. When you do not drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
I have the option of teleworking	340	16.0%
To save money	304	14.3%
To save time using the HOV lane	284	13.3%
Other	256	12.0%
Personal health or well-being	202	9.5%
Financial incentives for carpooling, bicycling or walking.	175	8.2%
Environmental and community benefits	172	8.1%
Free or subsidized bus, train, vanpool pass or fare benefit	122	5.7%
Driving myself is not an option	77	3.6%
Emergency ride home is provided	77	3.6%
Cost of parking or lack of parking	68	3.2%
Preferred/reserved carpool/vanpool parking is provided	44	2.1%
I receive a financial incentive for giving up my parking space	10	0.5%

**Q12. When you drive alone to work, what are the three most important reasons?**

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	809	27.2%
I like the convenience of having my car	790	26.6%
Family care or similar obligations	417	14.0%
Other	295	9.9%
My commute distance is too short	288	9.7%
My job requires me to use my car for work	171	5.8%
Bicycling or walking isn't safe	120	4.0%
I need more information on alternative modes	70	2.4%
There isn't any secure or covered bicycle parking	10	0.3%

**Employee Transit Use - All Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	1	0	2	16	1	1	10	0	3	8
2	3	0	0	14	0	1	7	0	3	6
3	0	0	1	2	0	0	1	0	0	0
4	1	0	0	11	0	1	5	0	1	1
5	1	0	0	1	1	4	0	0	0	7
6	2	0	0	5	0	2	4	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	3	1	0	2	0	1	0
9	0	0	0	0	0	0	2	0	0	0
10	0	0	0	7	0	2	5	0	0	1
11 or more	0	0	0	0	0	0	1	0	0	0
# Of Employees using Transit	8	0	3	59	3	11	37	0	8	23
Total One-Way Transit Trips Per Week	28	0	5	223	14	59	167	0	21	69

**Employee Transit Use - Affected Employees**

**Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.**

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	0	0	2	16	1	1	10	0	3	8
2	3	0	0	14	0	0	7	0	3	6
3	0	0	1	2	0	0	1	0	0	0
4	1	0	0	11	0	1	5	0	1	1
5	1	0	0	1	1	4	0	0	0	6
6	2	0	0	5	0	2	4	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	3	1	0	2	0	1	0
9	0	0	0	0	0	0	2	0	0	0
10	0	0	0	7	0	2	5	0	0	1
11 or more	0	0	0	0	0	0	1	0	0	0
# Of Employees using Transit	7	0	3	59	3	10	37	0	8	22
Total One-Way Transit Trips Per Week	27	0	5	223	14	57	167	0	21	64

## Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
97221	1	0.08%	3	0	0	0	0	3	0	0	1	0	0	0	0
98001	25	2.11%	98	12	0	0	0	2	0	0	5	1	0	0	0
98002	8	0.68%	30	5	2	0	0	0	0	0	2	0	0	0	0
98003	19	1.61%	78	5	0	0	0	0	0	0	10	0	0	0	0
98004	13	1.10%	50	0	0	0	7	0	0	0	4	2	0	0	0
98005	4	0.34%	20	0	0	0	0	0	0	0	0	0	0	0	0
98006	15	1.27%	55	5	0	0	0	0	4	0	6	0	0	0	0
98007	5	0.42%	16	8	0	0	0	0	0	0	1	0	0	0	0
98008	13	1.10%	56	0	0	0	1	0	5	0	3	0	0	0	0
98010	8	0.68%	37	0	0	0	0	0	0	0	2	0	0	0	0
98011	4	0.34%	16	6	0	0	0	0	0	0	0	0	0	0	0
98012	10	0.85%	38	8	0	0	0	0	0	0	0	0	0	0	0
98014	2	0.17%	10	2	0	0	0	0	0	0	0	0	0	0	0
98019	2	0.17%	8	0	0	0	0	0	0	0	2	0	0	0	0
98020	6	0.51%	17	6	0	0	0	0	0	0	7	0	0	0	0
98021	5	0.42%	19	2	0	0	0	0	0	0	4	0	0	0	0
98022	12	1.01%	53	0	0	0	0	0	0	0	7	0	0	0	0
98023	28	2.37%	126	8	0	0	0	0	0	0	2	0	0	0	0
98026	5	0.42%	11	9	0	0	0	0	0	0	5	0	0	0	0
98027	17	1.44%	80	0	1	0	0	0	0	0	4	0	0	0	0
98028	5	0.42%	17	0	0	4	0	0	0	0	1	1	0	0	0
98029	12	1.01%	51	8	0	0	0	0	0	0	0	0	0	0	0
98030	17	1.44%	74	8	0	0	1	0	0	0	2	0	0	0	0
98031	41	3.47%	170	15	0	5	0	0	1	0	4	1	0	0	3
98032	14	1.18%	49	10	0	0	0	0	0	0	5	0	0	0	0



98033	9	0.76%	40	0	0	0	0	0	0	0	5	0	0	0	0
98034	10	0.85%	40	0	0	4	0	0	3	0	1	1	0	0	0
98036	3	0.25%	13	0	0	0	0	0	0	0	2	0	0	0	0
98037	2	0.17%	10	0	0	0	0	0	0	0	0	0	0	0	0
98038	43	3.63%	189	3	0	2	4	0	2	0	11	0	0	0	0
98039	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
98040	5	0.42%	23	0	0	0	0	0	2	0	0	0	0	0	0
98042	48	4.06%	198	19	0	1	0	0	0	0	9	0	0	0	0
98043	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
98045	5	0.42%	23	1	0	0	0	0	0	0	2	0	0	0	0
98051	7	0.59%	24	9	0	0	0	0	0	0	2	0	0	0	0
98052	9	0.76%	37	0	0	0	2	0	0	0	4	1	0	0	0
98053	3	0.25%	17	0	0	0	0	0	0	0	0	0	0	0	0
98055	24	2.03%	86	16	0	5	0	0	3	0	6	0	0	0	1
98056	46	3.89%	207	0	0	1	0	0	1	3	11	0	0	0	3
98057	13	1.10%	50	2	0	0	0	0	0	10	2	0	0	0	0
98058	56	4.73%	230	17	0	5	14	0	3	0	7	0	0	0	2
98059	59	4.99%	261	8	0	4	5	0	0	0	13	0	0	0	0
98065	4	0.34%	13	4	0	0	0	0	0	0	3	0	0	0	1
98070	1	0.08%	0	0	4	0	0	0	0	0	1	0	0	0	0
98072	7	0.59%	12	11	0	0	0	0	4	0	6	0	0	0	0
98074	11	0.93%	43	0	0	0	0	0	0	0	9	1	0	0	0
98075	9	0.76%	40	0	0	0	0	0	0	0	2	0	0	0	0
98077	2	0.17%	10	0	0	0	0	0	0	0	0	0	0	0	0
98087	3	0.25%	7	0	4	0	0	0	0	0	4	0	0	0	0
98092	30	2.54%	120	15	5	0	0	0	1	0	4	1	0	0	1
98101	3	0.25%	11	0	0	0	0	0	0	0	3	0	0	0	0
98102	5	0.42%	19	0	0	0	3	0	0	0	2	1	0	0	0
98103	10	0.85%	35	8	0	5	0	0	0	0	2	0	0	0	0
98105	5	0.42%	18	5	0	0	0	0	0	0	2	0	0	0	0
98106	8	0.68%	40	0	0	0	0	0	0	0	0	0	0	0	0
98107	4	0.34%	15	0	3	0	0	0	0	0	0	0	0	0	0
98108	5	0.42%	27	0	0	0	0	0	0	0	0	0	0	0	0
98109	11	0.93%	45	8	0	0	2	0	0	0	1	1	0	0	0
98110	4	0.34%	5	4	5	0	0	0	0	0	1	0	0	0	5
98112	3	0.25%	10	1	0	0	1	0	0	0	1	0	0	0	0
98115	10	0.85%	44	2	0	0	4	0	0	0	0	0	0	0	0



98116	16	1.35%	68	0	0	0	0	0	0	0	7	0	0	0	0
98117	8	0.68%	30	3	0	5	0	0	0	1	1	0	0	0	0
98118	6	0.51%	22	0	0	8	0	0	0	0	0	0	0	0	0
98119	11	0.93%	44	0	0	0	0	0	2	0	5	2	0	0	0
98121	3	0.25%	15	0	0	0	0	0	0	0	0	0	0	0	0
98122	4	0.34%	17	5	0	0	0	0	0	0	0	0	0	0	0
98125	6	0.51%	27	0	3	0	0	0	0	0	0	0	0	0	0
98126	11	0.93%	46	2	0	3	0	0	0	0	0	0	0	0	0
98133	5	0.42%	22	2	0	0	0	0	0	0	1	0	0	0	0
98136	11	0.93%	47	2	0	0	0	0	0	0	0	0	0	0	3
98144	5	0.42%	24	0	0	0	0	0	0	0	0	0	0	0	0
98146	6	0.51%	28	0	0	0	0	0	0	0	0	0	0	0	0
98148	5	0.42%	20	0	0	0	0	0	0	0	1	0	0	0	0
98155	3	0.25%	12	0	0	0	0	0	0	0	0	0	0	0	0
98166	11	0.93%	45	0	0	1	0	0	0	0	8	0	0	0	0
98168	9	0.76%	33	5	0	0	0	0	0	0	5	0	0	0	0
98177	2	0.17%	10	0	0	0	0	0	0	0	0	0	0	0	0
98178	16	1.35%	75	5	0	0	0	0	0	0	2	0	0	0	0
98188	4	0.34%	14	0	0	0	0	0	0	0	6	0	0	0	0
98198	17	1.44%	74	5	0	0	0	0	0	0	3	0	0	0	0
98199	3	0.25%	12	0	0	0	0	0	0	0	4	0	0	0	0
98201	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
98204	2	0.17%	5	0	6	0	0	0	0	0	0	0	0	0	0
98208	5	0.42%	13	1	6	0	0	0	0	0	5	0	0	0	0
98223	2	0.17%	2	5	0	0	0	0	0	0	2	0	0	0	1
98258	6	0.51%	16	9	5	0	0	0	0	0	1	0	0	0	0
98270	2	0.17%	4	0	4	0	0	0	0	0	2	0	0	0	0
98271	1	0.08%	3	0	2	0	0	0	0	0	0	0	0	0	0
98272	3	0.25%	12	0	0	0	0	0	0	0	1	0	0	0	0
98275	4	0.34%	14	0	0	0	0	0	0	0	5	0	0	0	0
98284	1	0.08%	4	1	0	0	0	0	0	0	0	0	0	0	0
98290	3	0.25%	14	0	0	0	0	0	0	0	1	0	0	0	0
98292	2	0.17%	10	0	0	0	0	0	0	0	0	0	0	0	0
98296	6	0.51%	20	4	0	0	4	0	0	0	2	0	0	0	0
98310	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
98321	9	0.76%	33	10	0	0	0	0	0	0	1	0	0	0	0
98328	1	0.08%	2	0	0	0	0	3	0	0	0	0	0	0	0



98332	3	0.25%	5	0	5	0	0	0	0	0	1	0	0	0	3
98337	1	0.08%	5	2	0	0	0	0	0	0	0	0	0	0	0
98338	4	0.34%	15	0	5	0	0	0	0	0	0	0	0	0	0
98349	1	0.08%	0	0	0	0	0	0	0	0	5	0	0	0	0
98354	3	0.25%	10	5	0	0	0	0	0	0	0	0	0	0	0
98360	10	0.85%	22	22	0	0	0	0	0	0	3	0	0	0	0
98366	3	0.25%	0	0	0	0	0	0	0	0	0	0	15	0	0
98367	3	0.25%	5	5	0	0	0	0	0	0	4	0	1	0	0
98371	11	0.93%	40	0	5	0	0	3	0	0	0	0	0	0	0
98372	13	1.10%	44	5	10	0	0	0	0	0	3	0	0	0	0
98373	5	0.42%	20	0	0	0	0	0	0	0	4	0	0	0	0
98374	17	1.44%	43	10	17	0	0	9	0	0	4	0	0	0	0
98375	10	0.85%	39	5	5	0	0	0	0	0	1	0	0	0	0
98387	5	0.42%	10	0	13	0	0	0	0	0	2	0	0	0	0
98390	8	0.68%	21	7	0	0	0	1	0	0	1	1	0	0	0
98391	45	3.80%	134	17	25	6	4	8	0	0	23	0	0	0	0
98402	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
98403	3	0.25%	7	0	0	0	0	5	0	0	3	0	0	0	0
98404	3	0.25%	12	5	0	0	0	0	0	0	0	0	0	0	0
98406	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
98407	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
98418	1	0.08%	0	0	3	0	0	0	0	0	1	0	0	0	0
98422	10	0.85%	37	3	0	0	0	0	0	0	5	0	0	0	0
98424	3	0.25%	14	0	0	0	0	0	0	0	0	0	0	0	0
98443	1	0.08%	0	0	0	0	0	5	0	0	0	0	0	0	0
98444	3	0.25%	10	0	5	0	0	0	0	0	0	0	0	0	0
98445	6	0.51%	17	0	5	0	0	5	0	0	2	1	0	0	0
98446	2	0.17%	9	0	0	0	0	1	0	0	0	0	0	0	0
98465	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
98466	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
98467	4	0.34%	7	0	0	0	0	5	0	0	3	0	0	0	5
98498	3	0.25%	11	3	0	0	0	0	0	0	1	0	0	0	0
98499	2	0.17%	5	0	4	0	0	0	0	0	0	0	0	0	0
98501	2	0.17%	3	0	5	0	0	0	0	0	1	3	0	0	0
98502	1	0.08%	4	0	0	0	0	0	0	0	0	0	0	0	0
98503	1	0.08%	0	0	4	0	0	0	0	0	1	0	0	0	0
98513	2	0.17%	4	0	5	0	0	1	0	0	0	0	0	0	0





<b>98516</b>	1	0.08%	4	0	0	0	0	0	0	0	1	0	0	0	0
<b>98548</b>	1	0.08%	4	0	0	0	0	0	0	0	1	0	0	0	0
<b>98579</b>	1	0.08%	5	0	0	0	0	0	0	0	0	0	0	0	0
<b>98580</b>	1	0.08%	3	1	0	0	0	0	0	0	1	0	0	0	0
<b>98718</b>	1	0.08%	3	0	0	0	0	0	0	0	0	0	0	0	0
<b>98922</b>	2	0.17%	6	0	0	0	0	0	0	0	3	0	0	0	0